



National Transportation Safety Board Factual Data Collection Report of Accident

ATL07CA048

Aircraft Reg No: N4WY
Most Critical Injury: None

Location/Time

Nearest City/Place: Toccoa, GA
Occurrence Date: 03/07/2007
Occurrence Time: 1400 EST

Flight Itinerary

Last Depart. Point: Anderson, SC
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Mooney / M20J
Serial Number: 24-1352
Landing Gear: Retractable - Tricycle
Engine Type: Reciprocating
Engine Make/Model: Lycoming / IO360-A3B60
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: RPR Flight LLC
Operator of Aircraft: RPR Flight LLC
Operator Address: Seneca, SC
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Flight Time (Hours)

Instrument Ratings: Airplane
Medical Cert: Class 3
Date of Last Med. Exam: 11/2005

Total All Aircraft: 621
Total Make/Model: 201

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

The pilot stated he completed the before landing checklist and turned base and final. The landing gear was extended and the flaps were extended to the full down position. The airplane touched down on the first one-third of the runway and was hit by a gust of wind. The airplane veered to the right, and the pilot applied left rudder. The airplane continued to veer to the right. The pilot was concerned about colliding with an airplane that was parked on the ramp and initiated a go-around. The airplane became airborne and turned to the right with the landing gear and flaps extended. The right wing dropped down, the right wing tip collided with the ground, followed by the left main landing gear, and the airplane skidded to a stop.

A mechanic, who is also the fixed base operator at the airport stated the winds were favoring runway 27, and were gusting at about 35 knots. at the time of the accident. The mechanic observed the airplane turn base, final, and touch down in the first one-third of the runway. The airplane was observed to veer to the right and the pilot appeared to make a correction. The airplane continued to veer to the right towards a parked airplane. An increase in engine power was heard and the airplane became airborne. The airplane climbed to about 20 to 30 feet above the runway and veered to the left at a very slow airspeed. The airplane was observed to turn back to the right, and the right wing dropped down as if the airplane encountered a stall. The airplane crossed over two other parked airplanes and the right wing tip collided with the ground about 75 feet behind the parked airplanes. The airplane bounced, the nose of the airplane was observed in a nose high attitude and the tail of the airplane collided with the ground. The nose of the airplane pitched down, and the airplane skidded about 120 feet before it came to a stop.

Examination of the airplane at the accident site revealed the landing gear was extended and the flaps were in the full down position. The right wing was bent up and the aft fuselage was buckled.

Review of the Pilot's Operating Handbook (POH) for the Mooney M20J states in Section IV, Normal Procedures, GO AROUND (BALKED LANDING)...."3. Flaps- AFTER CLIMB ESTABLISHED RETRACT TO 0 DEGREES WHILE ACCELERATING TO 73 KIAS."



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Narrative (Continued)

In addition the POH states in SECTION V, PERFORMANCE, at a gross weight of 2,740 pounds, with the gear and flaps extended with a 0-degree angle of bank, the airplane will stall at 54 KIAS. With a 30-degree angle of bank, the airplane will stall at 59 KIAS.